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Hongkong Daily Press.

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HONGKONG, THURSDAY, OCTOBER 24TH, 1901

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THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

[35]

MARRIAGE.

On the 16th October, at the Presbyterian Church, Singapore, by the Rev. W. Murray, David Wood, Hongkong Civil Service, to Sophia Myles, daughter of William Boultton, C.E., Surveyor (Retired), Aberdeen.

DEATH.

On the 20th October, at Hankow, George Edward James Gardiner, aged 40 years, eldest son of Col. T. G. Gardiner, late of 3rd Buffs Regiment.

[2711]

Mrs. AITKEN and Family desire to thank all friends for their sympathy and their tributes in their recent bereavement.

[2367]

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.;
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th October, 1901.

YET another story of what Russia intends to do in North China has reached us, in the telegram from London which we publish in this morning's issue. It comes by way of Shanghai—a fact which does not tend to make it convincing—and it may be remarked that it is curious that no one but the Standard's correspondent has got hold of the terms of the new convention, not even Dr. Morrison of the Times, who has always been to the fore with reliable news from the North. It would clearly be unwise to speculate on the probable authenticity of the story. At the same time, there is nothing intrinsically improbable about the reported terms of the convention. On the contrary, taken in conjunction with the alleged existence of a secret agreement in addition, they are much what might be expected. We quoted yesterday two Japanese telegrams, one of which stated that the London Times had expressed its belief that the situation in Manchuria had improved and that Russia intended to restore the Newchwang-Shanhaikwan railway and the port of Newchwang to China. In the other telegram, which emanated from Tokyo, the return of Newchwang to China was taken for granted, and concession to Russia at Shanghai was mentioned as the quid pro quo. The Standard's telegram, summarising the terms of the new convention, says that Russia is virtually restoring all the Northern provinces, that is the divisions of Manchuria now occupied by her, the first instalment now and the whole within two years' time. Russia is to continue to guard the Manchurian railway and is to drill the Manchu troops. These terms, apart from whatever may be stipulated in the alleged secret agreement, are, it need less to point out, very different from the

provisions of the much discussed "Manchurian Convention," the first news of which was made public by Dr. Morrison at the beginning of the year, and an amended version of which was published in all the Anglo-Chinese papers last March. According to these provisions, the Russian occupation was to continue until such time as Russia should be satisfied that peace and good order had been restored in the province, while the organisation of Chinese troops was at first forbidden altogether and then placed under such restrictions as to make the idea of restoration of order by any but Russian arms a farce; moreover these troops were not to be armed with guns, so that they would be practically powerless against armed brigands. Now apparently Russia will guard the railway, while the Manchu troops are to be drilled by her for the rest of the province, and instead of the vague time-limit, depending on Russia's satisfaction about the restoration of order, a two years' period is assigned for the handing over of the whole province to China. Further, the numerous clauses as to railway-construction, mining, etc., are apparently absent in the newly reported convention.

The irresponsible portions of the public and the Press have found it an entertaining task to guess at the conditions on which Russia is likely to restore Manchuria to China, if indeed she has the intention of keeping her promise. Hence we have been inundated with rumours of all kinds, some plausible, others the reverse. From English, Russian, and Japanese sources chiefly these reports have come. There is a certain resemblance about some of the later stories which may be taken to argue that there is a substratum of truth in them, unless they all can be proved to have a common origin. As we have said, there is nothing intrinsically improbable in the Standard correspondent's story; at the worst, it is an intelligent conjecture at the probable course of events. Should it prove to be true, the question of the provisions of the supposed secret convention behind the other becomes of paramount importance. The celebrated "Gassini Convention" is not yet forgotten. Its existence seems still to be a matter admitting of argument. There is no doubt, however, that secret treaties, especially when one of the parties is China, a country of vital international stakes, are a menace to the peace of the world. The contention that China as a Sovereign State has a right to conclude what treaties she likes with another state will not hold good, for China under a corrupt and entirely unrepresentative government cannot be suffered to sell her rights, involving other nations' interests, under intimidation or at the instigation of brigands. It is the dying government which, it would appear, is attempting to sell the country's inheritance in return for a prolongation of its term of life—a life which only injures China and is detrimental to her relations with most of the rest of the world.

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According to a Laffan's Agency telegram, Major Manfield and Captain Hunter, of the 6th Gurkha Regiment, who left Peking on the 20th ult. with a surveying expedition in connection with the Peking-Hankow railway, will make an accurate record of distances and of the character of the country southwards to the Yangtze, which is now little known. From there the expedition will proceed eastwards to the sea. Other reports say that the expedition will work via Szechuan, Yunnan, and Tibet, to India.

Indian Engineering says:—The Indian coolie who emigrates to foreign centres of labour appears to require an amount of coddling to keep him alive which would drive the Indian tea-planter or any other home employer mad. We refer to the solicitude of the Peak Government in supplying a free breakfast of coffee and biscuits to coolies, but that has not been found sufficient to keep the Indian in a state of physical grace. It has since been found that a free supply of green stuff is also necessary. The next item to adorn his free breakfast-table will probably be a Pommary-Graze, which is said to have great virtue in cases of cholera!

It has been suggested, says a Peking correspondent of the *Tung Wen Hu Pao*, to abolish the present system of the Salt Gabels in favour of a new one, by which the salt tax is to be levied according to measurement of the land along the coast where salt is produced, and the decision is to be arrived at as soon as final reports regarding the new plan have been received from the concerned provinces. Great consternation is said to be felt among the salt merchants, who well know that this innovation means the deprivation of all the monopoly privilege they have hitherto enjoyed, and they are trying hard to put every obstacle in the way to prevent its inauguration.

The *Times* Shanghai correspondent writes on the 16th August:—The British community here can hardly help comparing the energy with which Russia, whose commercial interests at Newchwang are practically nil, consolidates her position in that treaty port with the indifference which the British Government shows with regard to the situation in the treaty port of Shanghai, where the commercial interests of Great Britain throughout the Far East have hitherto centred. People ask whether the reduction of the British garrison here to below the strength of the German garrison is also part of the "Yangtze Agreement," as our German friends insist on calling the Anglo-German Agreement. From the way in which the Germans go on acquiring land and building what seem to be permanent barracks, the outward evidence is that they, at any rate, have come to stay.

Yesterday the German gunboat *Udo* arrived from Canton, and the British transport *Udo* from Calcutta.

An old Chinaman had his ankle fractured on Tuesday by the fall of a stone while working at Taikotkai. He was taken to the hospital.

Mr. Alec Marsh was amongst those by the *Empress of China* yesterday. He has gone to Shanghai and expects to be back in Hongkong in about two months' time.

We are reminded that the festive season is approaching, for Mr. H. Buttonjee has sent us two of the excellent Bhagat cards he is advertising, and Messrs Ali Chee & Co. forward us half-a-dozen very attractive Christmas cards, consisting of photographic views of the Colony mounted on cards.

While the ferry-launch *Chung Ching* was crossing the harbour on Tuesday from Yau-mati to Hongkong she collided with another launch, *Sia Tai-ko*, belonging to the Taikoo Sugar Refinery. The damage done was trifling, and fortunately no one was injured.

We received yesterday a message from the Joint Telegraph Co. to the effect that the laying of the new cable from Durban to Perth, via Mauritius, Rodriguez, and the Cocos Islands, has been completed, and that the line will probably be opened for traffic on the 1st prox.

In another column will be found the announcement of the marriage of Mr. David Wood, of the Public Works Department, the popular secretary of the St. Andrew's Society here. Mr. Wood was married at the Presbyterian Church, Singapore, on the 10th instant. His friends look forward to the speedy return of Mr. Wood with his wife to the Colony.

The Police Force have formed a football club, and are getting into training for the coming season. There is a probability of their entering for the Challenge Shield next year. They have also a cricket club, and played the Band of the Royal Welsh Fusiliers last Saturday. The Fusiliers won by 14 runs. On Saturday first, at 2 p.m., the Police play "C" Company of the Fusiliers.

The number of sports indulged in the Colony is getting less limited than in the past. A baseball club has been formed, we hear, and has commenced practising. The game is not of course quite new to Hongkong, but it has not been seen here for some years now. The main difficulty in starting has been the lack of appliances, for there are a number of residents ready to play.

We received yesterday morning from the U.S. Consulate-General the following typhoon warning issued from Manila Observatory at 4.5 p.m. on Tuesday:—"At 3.45 p.m. depression E. of Luzon, approaching the Archipelago at present." Later we received the following warning, dated Manila Observatory, 9 a.m., 23d:—"The typhoon crossed Luzon through parallel 16, moving westwards."

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The warships at Amoy on the 18th inst. were H.M.S. *Albion*, the U.S. monitor *Monterey* (on her way to Shanghai), and the Japanese cruisers *Sana* and *Tatsuta*.

So unsatisfactory is the state of Mr. Hugh Clifford's health that he will be compelled to return to Europe. Mr. Clifford had already made a very favourable impression in Solor, and his relinquishment of the office of Resident is universally regretted. It is said that the Hon. E. M. Morewether will succeed him.

Sis Alexander Swettenham, who has been staying at Government House, Singapore, a week or so, left by the M.M. *Natal* for Europe on the 14th inst. After a short stay in England, he will proceed to take over his new appointment of Governor of British Guiana.

The United States Minister in Siam has been informed through Prince Devawongse, Minister for Foreign Affairs, that King Chulalongkorn of Siam would like to pay a visit to America in the near future. His Majesty has it in mind to visit Japan next year, and would be pleased to avail himself of this same opportunity to visit the United States also.

The following are the dates for matches with Mr. McLaren's team of English cricketers this season, already fixed by the New South Wales Cricket Association:—November 23d, England v. New South Wales; December 14th, England v. Australia (first test-match); February 1st, England v. New South Wales; February 15th, England v. Australia (fourth test match).

A short time ago, it will be remembered, a report arrived from America that the once famous jockey "Tod" Sloan had been shot in the States. Now there comes, through the correspondent of the *World*, a circumstantial story of Sloan's presence at the recent Deauville race meeting. According to this correspondent, the ex-jockey has his motor-car, his bulldog, and (of course) his entourage, but he is always very quiet and well behaved when he is to be seen along the "planches," and he displayed great tact the other day at the Deauville pigeon-shooting ground. He came to take part in the competition and his name having been duly put down, he shot in his turn not one round but, two. In the meanwhile M. Gaston Dreyfus, for whom Sloan has occasionally ridden, arrived on the ground, declared that he would not shoot if a mere jockey were allowed to do so, and induced the Committee to recall the permission given Sloan who, instead of blustering, quietly withdrew. The Committee which allowed him to join in the shooting knew perfectly well who he was, and as he had not in any way infringed the rules since the competition began, there was no sort of reason for stopping him to meet the good pleasure of M. Dreyfus.

The *Siam Free Press* says:—Our Straits contemporaries are commencing of late to take a keen interest in the coming fate of the Siamese Malay Provinces, and not without reason, as their destiny would appear to seriously affect the ports of Singapore and Penang. It has been said here now, that these provinces will ultimately fall to the Power that now "overshadows" them with its political influence, and it is a frankly admitted fact on all hands. Wherefore, we shall be broaching no new subject nor by laying ourselves open to any charge of being Anglophilic by drawing an analogy between the position of France on the East and of England on the West of Siam. It is gradually becoming clear as the mists of prejudice are dissolving that the interests of France in Siam are to a large extent those of England also. And the interests of both countries appear to be, for the moment, the preservation of the autonomy and integrity of the small Kingdom which lies so helplessly between two great European Powers. But this preservation of the independence of Siam must depend altogether upon how far the Government of this country is willing and able to institute certain urgent reforms within the realm, how far the country is really bent on instituting thorough reform of her judiciary, and of extending ungrudgingly to Europeans those rights and privileges which have been secured to them by various Treaties entered into with foreign Powers.

According to the *Straits Times* the Straits Settlements team chosen to represent the Straits Settlements at Hongkong next month:—Captain Dewing, Messrs J. G. Macleaggart, C. F. Green, G. M. Billings, W. Langham Carter, H. W. Sharp, A. G. Wright, C. W. Darblshire, and D. Kerr (Singapore); Messrs M. H. Whitley and A. B. Voules, and Capt. Ainslie (Selangor); and Mr. P. Mackenzie (Perak).

As some of the Straits team will probably be leaving by the mail of the 8th November, the Hon. Sec. of the H.K.C.C. informs us (the *Straits Times* says they leave by the *Ballacaur*), the following are the dates of the Inter-port Cricket Matches; but there may be some alterations:—

Hongkong v. Straits, 11th and 12th Nov.

Shanghai v. Straits, 13th and 14th Nov.

Hongkong v. Shanghai, 15th and 16th Nov.

The dates for the tennis matches will be fixed later on. According to the *Straits Times*, Messrs Green and Dewing and Capt. Ainslie will represent the Straits at tennis.

It may be noted that, owing to the great difficulties in the way of Native States men going leave, the bulk of the Straits team for Hongkong, quite contrary to all precedent, will have to be supplied from Singapore this year.

With regard to the projected visit of Hongkong and Ceylon teams to Singapore at the Chinese New Year, according to the *Straits Times* papers, neither of the Clubs mentioned expect to be able to give a definite reply to the Singapore invitation before the end of the year.

There were comparatively few Volunteers in camp on Tuesday night, most having completed the stipulated three days' training and others having gone over to Hongkong to reiterate for yesterday evening, which was visitor's night and which generally means a late turning-in, for although "lights out" is sounded at the usual time, the merriment of the evening is usually carried well on into the night, long after the visitors have departed.

H. E. the Governor was to have visited the camp yesterday evening, but on Tuesday a telephone message was received at Stowerton to the effect that His Excellency could not be present, and stating that he would make the call on Friday evening. On that evening the steam launch *Mirer* will leave Blake Pier with visitors at 7.15 p.m., and a pleasant time in camp is promised for those who visit it.

The work on Tuesday morning generally was lighter than that on Monday, although equally useful in the training of the men. The weather continues perfect, and the conditions of living in the camp are very enjoyable.

Haymaston's Circus opened on the Beach Road ground, Singapore, on the night of the 16th inst.

To-morrow Mr. Geo. P. Lammett will sell by auction a fine collection of Philippine and Australian stamps, which are now on view.

A London telegram received in Singapore last week gives the following as the result of the Prince Edward Handicap at Manchester on Saturday, 28th ult.:—*Fancy Man* (3 yrs.) 1, Royal George 2, *Kilmarnock II* (4 yrs.) 3.

A New York organ of the Amalgamated Association says that the causes of the failure of the recent steel strike in the United States were "the daily Press, public opinion, the advice of prominent labour-leaders, and the withdrawal of credit by the merchants."

The local agent of the Messageries Maritimes company informs us that he is advised by wire that the a.s. Ernest Simon will probably leave Colombo on or about the 25th inst. instead of the 21st inst. as per schedule time. He understands that the delay is on account of the steamer to Australia connecting with her in Colombo having left Marseilles late.

The large floating-dock ordered by the Spanish Government is to be built in England before the outbreak of war with the United States, and intended for the arsenal at Subic, Izu-nan, is now to be stationed at Mahon, Minorca, where it is expected to arrive by the end of this month. It is large enough to take an ironclad of 14,000 tons.

A new Residency is provided for in Malacca; but it is not definitely decided whether it is to be on the site of the present one, or on the site purchased for one eighteen years ago, when the vote was cut out of the estimate. The present Residency is quite unsuitable to the needs of a Resident Councillor, having been built up of various times, and it lacks proper accommodation for anyone other than a bachelor.

On the 16th inst. in the Court of Requests at Singapore a private of the Singapore Volunteer Corps was sued by Colour-Sergeant Sharp, on behalf of Major the Hon. A. Murray, Officer Commanding the S.V.C., for the recovery of the sum of \$25, the amount of gratuity grant due under the rules of the Singapore Volunteer Rifle Corps, for failing to comply with the requirements for efficiency. There was no defence and judgment was entered for the plaintiff according to costs.

The news leaked out last month of a serious case of mutiny aboard the *Kaiser Wilhelm der Grosse*, the flagship of Prince Henry of Prussia, which was suppressed by the arrest of a subaltern officer. This officer, it is said, protested against the alleged ill-treatment of certain stokers and engineers by the first officer, and had thrown overboard certain parts of the engines. When the ironclad *Brandenburg*

POLICE COURT.

Wednesday, 23rd October.

BEFORE MR. F. A. HAZELDEN, POLICE MAGISTRATE.

INSTITUTING A FALSE CHARGE—INTERESTING CASE.

Two well-to-do Chinamen named Li Wai Chiu and Ho Chap Man, describing themselves as brokers, were charged on remand with conspiring to bring a false charge against Tam Hok Po, a banker, residing at 114, Waterloo Street. The defendant pleaded not guilty.

Mr. E. H. Sharp, barrister-at-law, appeared on behalf of the complainant, and the defendants were represented by Mr. J. F. Beece, solicitor.

In opening the case, Mr. Sharp said the complainant first saw the defendants on 18th September, when they called upon him at his house in Canton and offered to sell him two essays for an impending Chinese examination. Negotiations were entered into and continued for a few days for the purchase by the complainant of these two essays. The price asked for by the defendants for each essay was £15,000, but the money was not to be paid till after the examination. This offer virtually was accepted by the complainant, who came down to Hongkong on 21st September with the defendants to complete the negotiations. On the 24th these negotiations were broken off because the complainant lost confidence in the defendants on account of their demanding payment in advance, which did not seem to be the usual way in such cases. The complainant returned to Canton on the same day, the 24th, and a few days later, on 28th September, the defendants went up to the Central Police Station and charged the complainant with stealing three boxes containing 45 pearls valued at £30,500. The defendants gave a written description of the pearls to the police, who proceeded to make investigations. The complainant's accountant was communicated with, and he telegraphed to his master in Canton. The latter came down from Canton immediately on receipt of the telegram, with the ultimate result that he instituted the present proceedings against the defendants. The present proceedings themselves thereupon made statements to the police. The first reiterated the charge against the complainant that he had stolen the pearls, but the second said the business between himself and the complainant had reference only to the sale of the essays, and that in point of fact the charge against the complainant of stealing the pearls was false.

The complainant gave evidence, and the hearing was adjourned till Wednesday, 30th inst., when the defendants will be further remanded.

BEFORE MR. E. B. HALIFAX, ACTING POLICE MAGISTRATE.

ONE WAY OUT OF A DIFFICULTY.

A novel reason for pleading guilty to a charge of being in unlawful possession of a blanket was given by a native of unpossessing appearance. He said that in reality he had bought the blanket, but could hardly explain how he got the money to make the purchase. Under the circumstances, therefore, he would admit the charge. He got 14 days.

A DRUNKEN SOLDIER.

A private in the Royal Welsh Fusiliers took more liquor than was good for him on Tuesday night, and grew noisy. A constable told him to be quiet, but the soldier would not, and aggravated matters by assaulting the representative of the law.

The fine was £10, with the alternative of three weeks' hard labour. The fine was paid.

A DESERTER.

Albert Hind, aged 30, who was charged on the 25th last month with being a vagrant, and who subsequently confessed that he had deserted from His Majesty's West Riding Regiment at Hongkong in October, 1900, was again brought up and further remanded till the 20th inst.

CURIOS BURIAL FASHIONS.

On the Ivory Coast in West Africa, between the rivers Bandama and Nio, there lives a curious negro tribe known as the Bamile, and which is a mixture of several races. A writer in *Science Service* points out that the coffins used by these negroes are rectangular, and each is fashioned carefully out of a large block of mahogany. The sides, moreover, are ornamented with colour bas-reliefs, and the cover is usually wrought in most artistic style. One, which was made in 1880 for the mummy of a chieftain, the said chieftain is represented lying on a leopard skin, which has been artistically engraved, the spots therein being shown by squares cut out of the wood. Above the dead man is an engraving of an umbrella, the symbol of his high position on earth, and beneath it a box of cartridges has been drawn. On the left is represented the gold-headed sabre which he wore, or parade or on the war-path; and above it is an engraving of his favorite drinking cup. On the right in like manner may be seen drawings of his dagger and of his gun. Below the corner is the death's head, and the figure of a woman, who is holding in her hand a saucer, filled with bread.

The death's head represents that one among the dead man's slaves, who according to ancient custom, should have been sacrificed at the time of his death, and his life spared at the intercession of the French residents. Ordinary Burial negroes are buried as soon as they die, but those of high rank are rarely buried for seven months, and some even are not buried for seven years. In the latter case the body is duly embalmed, and then remains in the room where death occurs until it is placed in the coffin. Salt, alcohol, and palm wine are the main ingredients used in embalming, and cotton, with which gold dust is sometimes mixed, serves to conceal the openings, which the operator has made in the body. Frequently thin plates of gold are also placed as a shield over the countenance, and all the ornaments, which were worn in life are spread over the body. So the dead man lies on the mat, where he died, and such is the influence of the dry air and the heat that within two months the body is transformed into a mummy. This was what happened to the body of the chief to whom we have referred, for it lay seven months in the death chamber before it was taken out to burial.

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Nippon Maru*, with mail, &c., left Shanghai for this port yesterday at daylight.

The G.P.R. steamer *Emperor of India* arrived at Yokohama on the 20th inst., at 7.30 a.m., and left again yesterday for Kobe.

The P. & A. steamer *Knight Companion* left Tokohama on the 22nd inst., at 7.30 p.m., for this port via Kobe and Moji.

THE BOERS AND MARTIAL LAW.

As the friends of the Boers at home have questioned the validity of the orders issued by Lord Kitchener with a view to the prevention of train-wrecking in the Transvaal and Orange River colonies, it is appropriate to quote the proclamation issued by E. R. Grobler, "Head Commandant of the Southern Army Division of the Orange Free State Burgher Forces," at the instance and with the sanction of President Steyn and Executive of the Orange Free State. This proclamation concludes with the words, "Given and ordered by me at Colesberg, Cape Colony, this 14th day of November, 1899." After the preamble, which asserts that the success of the arms of the United Republics has led to the taking possession of a portion of the Colony of the Cape of Good Hope," Commandant Grobler continues:

"I have appointed and do hereby establish, by virtue of the powers in me vested by the former detailed proclamation, and do hereby generally make known the following rules and regulations:

"1. In the territory with its inhabitants extending over the country at present occupied by the officers, burghers, and troops of the Orange Free State or which may hereafter be occupied by them, the martial law of the Free State, as embodied in Law No. 10 of 1889, is hereby declared to be applicable to every deed which may tend to endanger the safety of the burghers and men, injure them, or assist the enemy."

"2. The martial law before mentioned is regarded as in force throughout the whole extent of a ward, district, or other division or area of administration as soon as this proclamation has been made known by placarding or by announcement in one of the communities thereof.

"3. All persons who do not constitute a portion of the British Army and who (a) serve the enemy as spies; (b) cause the burghers and men of the South African Republic and Orange Free State to lose their way when acting as their guides; (c) kill, murder, or raze persons belonging to the men of the two Republics; or form a part of their following and train; (d) destroy bridges or damage telegraph lines, heliographic apparatus, or railways, or in any way cause damage to ports or portions of the same whereby the Republics may be hindered or her (sic) people or property damaged, or even they who in any way endeavour to repair or improve the damage done to property or apparatus or who set fire to the ammunition, war supplies, quarters, or camps of the Republican forces, or in any way damage them;

(e) take up arms against the forces of the said Republics, shall, at the discretion of the Council of War, be punished with death or imprisonment not exceeding 15 years."

Paragraphs 7 and 8 state:

"And I hereby further officially notify that life and property will be secured to all who place themselves under the protection of the Government of the Orange Free State or of the South African Republic and their lawfully appointed officers and officials, whose laws and orders they will obey and carry out.

"8. No one who does not take up an imminent attitude towards the Governments of the Orange Free State or the South African Republic or their officers, laws, or orders, will experience any harm.

"9. Those who refuse to subject themselves are hereby granted permission to leave within the period of 14 days the territory conquered by the forces.

"10. All persons who have been driven from their farms or homes or have fled, and who are now willing to subject themselves to the conditions of this proclamation, may return to their homes."

The italicised words "all persons who do not constitute a portion of the British Army" expressly exclude from the enjoyment of telegraphic privileges all subjects of the Queen who were not members of the Regular Army—that is to say, all colonials who, in defence of the Colony, committed any of the acts specified in paragraph 3, which includes a reference to destruction or damage done to railways. The status of loyal colonials thus threatened was exactly the same as that of the burghers of the two Republics. The punishment for the commission of any of the specified acts was death or imprisonment not exceeding 15 years, and the justification for the proclamation was "the success of the arms of the United Republics," which had "led to the taking possession of a portion of the Colony of the Cape of Good Hope."

THE DISGRACE OF LESTER RIEFF.

A late copy of the *Daily Mail* contains the following, which probably explains the recent disqualification of Lester Reiff, the successful American jockey:

Impressions of the latest Doncaster meeting largely concern the jockeyship of Lester Reiff. The American, by his riding of *Vladivostok* at Hurst Park and again in the St. Leger, and of *Merry Gal*, has cast himself to the wolves of criticism, and they are busy picking his bones. They snapped and snarled round him twelve months ago, imputing to him all manner of malpractices, and the more spleenetic and hungry among them were disappointed when the Jockey Club, with a complete exoneration, robbed them of their prey. But in these cases of *Vladivostok* and *Merry Gal* it is not malpractices but maladroitness that they charge against him.

When Reiff first came over to England to ride he illustrated the favourite American principle that it is best to win all the way. Now he is a confirmed "winner" and not only that, but the reversal of his old forcing methods has been followed by the development of an apparently incurable habit of waiting for the rails position. These are tactics which invite embarrassment, and embarrassment all too often involves unmerited defeat. Why Reiff should so persistently and resolutely decline to come on the outside is best known to himself. It is past the comprehension of others, and it certainly has lost him races.

It sounds incredible that in a race like the Doncaster Cup, with two miles to go and only four runners, a jockey of the first class—which at his best Reiff unquestionably is—should manage to get shut in so as to jeopardise his chances of victory. Nevertheless the escape of *Merry Gal* from absolute defeat seemed wholly attributable to the position which Reiff took up with her behind *Fleur d'Ete* and *Sister* after rounding the bend. There was ample time for him to go round *Sister*, and every inducement for his doing so, as it would have secured him a clear run all the way home. But instead he hung on behind the two leaders, and when ultimately he did endeavour to come through they had him for a time as in a cleft stick. *Fleur d'Ete* by dropping away released the favourite from her difficulties, but in the remaining distance *Sister* maintained his advantage sufficiently to make a dead-heat, and I think, but for pecking close home, he would have absolutely won. Probably because Lord Cadogan is out of England, and so could not be consulted, the stakes were divided. The destination of the cup is a matter for arrangement between his lordship and Mr. Reid Walker. It should be mentioned that everybody laid the odds demanded on *Merry Gal*, and that after the race 6 to 1 was accepted about *Sister* for the Cesarewitch, notwithstanding that it entailed a 5lb. penalty.

THE FRENCH MILITARY MANOEUVRES.

The Times special correspondent gives an interesting description of the French manoeuvres before the Test at Reims. Writing on the 19th ult., he says:

"Yesterday the four army corps and two divisions of cavalry which General Brûgère had led to victory under the eyes of the Russian Emperor simply carried out various concentrations which were to place them in position for the battle to-day. The idea under which the operations were conducted was as follows. A hostile army, an army forced from a position, which it had held on the line of the river Sambre, had fallen back to the south-west of Reims, in the direction of Paris. In order to cover this retrograde movement he had left in Reims an army corps which to-day was represented by the skeleton army holding the line of position north of Reims marked by the following fortresses—De Brimont, Frene, Vitry, Bonnaire, and Montfaucon. General Brûgère's command consisted of the 1st, 2nd, 6th, and 9th army corps, and the 2nd, 4th, and 5th divisions of cavalry. Last night they were conveniently bivouacked and billeted so as to concentrate this morning by three main roads upon the little semi-circle of forts south of the village named above. Desultory fighting began early in the morning as the general officers commanding the army corps, dispensing as usual with a cavalry screen except on their flanks, left it to their infantry *éclaireurs* to roll up the outposts of the enemy. The first serious fighting took place at Poumache, about two miles northeast of Frene. This fact, and the stand and awning erected for the Imperial guests above the Frene glacier, were sufficient indication that this was the point selected by the general commanding to pierce and hurl back his skeleton opponents.

The *Tauris* and *Tharitis* and the President, attended by the same suites as yesterday, except that general officers had taken the places of the admirals and French naval officers, arrived on the ground at a little past 10 o'clock. The Imperial party, having come from Compiegne by train, had alighted at Fresnes Station and thence driven on to the terrain. There is little more to be said, for the military part of the operations having ended with the concentration, the rest was simply a spectacular succession of brilliant military pictures. It was a beautiful day for the most part, with a brilliant sun. Many scenes also were most attractive. Standing near the rovets of one of the forts, you saw the whole panorama of the Frenchman's conception of a battle-unfold before you. First the little redoubts *tirailleurs* appeared among the scattered coppices, and firing burst out in fitful gusts. Behind you the guns mounted on the forts began to open upon the deep masses of infantry columns which could be seen following close upon the heels of the skirmishers. Splashes of grey with clouds of dust above them became detached from the infantry masses, the clouds of dust hung for a moment, and then faded away. Then the whole of the grey lines became fringed with constant jets of lurid yellow flame. The French quick-firing guns were in action against us. To right and left columns of dust were rising; these parted, and the sun gleamed upon the bunched accoutrements of the cavalry. More infantry, more guns; masses of men and horses, and dozens of batteries. It was a battle.

Then the weak line of the defence gave way, just as it was intended that it should. Back came the little scintillating red and blue dots of infantry, up came more guns into the semi-circle which was converging its fire upon devoted France. A period of rapid firing followed—of such rapid fire as has never perhaps been delivered before by any batteries of field artillery—and then came the moment for which General Brûgère had designed the whole. Out rang the *pas de charge*, up sprang the storming parties; it was the capture of the Malakoff once again. A hundred little red-tressed legions twinkling beneath scaling-ladders and fascines. Then fell from numberless massed supports—which, in reality, were no supports—the great wave of infantry bayonets leaped on the artillery, stopped, and with loud hurrahs *Fresnes* was captured. But another spectacle was to come. Two divisions of cavalry had been massed on the left at the moment that the defending line, according to General Brûgère's ideas, would have been swept back. This huge body of mounted men was let loose into the plain of Vitry de Reims. There was a wild burst of cheering, a fauvarde of trumpets, and the huge column, a mass of glittering horsemen—cavaliere, dragoons, hussars, and chasseurs—deluged the plain, and the mock battle was over, the Emperor and the Empress bowing to the staff of the French army that rallied round the grassy approaches to the captured fort.

OCEAN DERELICTS.

One of the most prolific sources of danger in ocean travel is derelicts—partly sunken wrecks often of ships which have been abandoned. They lie on ocean highways, and many a "missing" vessel has met its fate by running into one of them. Some of these derelicts range 4 or 5 ft. below the surface, and it is impossible to see them even when the sharpest lookout is maintained. The Government uses every endeavour to destroy these dangerous wrecks, and considerable expense is incurred every year in searching for them. The masters of incoming and outgoing vessels are ready to report a derelict. Immediately a ship is sent to destroy the wreck and every effort is made to rid the sea of the one the greatest dangers which threaten human life.

To discover a derelict, however, even after it has been reported, is not easy. Winds and ocean currents are constantly shifting its position, just as they move about great icebergs, bringing them into the ocean roads affected by our shipping, and leading to such distressing calamities as that which took place off the north-west coast of America only last week; and it often happens that the cruise of the world is discovered by icebergs or destroyer of derelicts in rain.

Strange to say, derelict vessels congregate at certain points along the Atlantic coast, and follow more or less definite courses in their wanderings. When a ship is wrecked in mid-Atlantic it somehow drifts to the American coast and, finally comes to comparative rest off Sable Island, a point about ninety miles South-east of Nova Scotia. Here it wanders all within a radius of about a hundred miles, seldom leaving this district. This phenomenon is due, it is said, to ocean currents, which, in this part of the Atlantic, lie more or less on the surface, and operate as motive forces to bring wrecks to the point mentioned.

According to hydrographic authorities, there are more than 100 derelicts floating about off Sable Island. Cape Cod is another favorite point for the assemblage of wrecks, and derelict destroyers seldom fail to find material to operate upon in those waters.

Cape Hatteras, the shoal waters running far out to sea make the waters very dangerous for coasting navigation, many a fine ship having become a derelict on the treacherous Diamond Shoals. It is singular that few derelicts are reported south of the equator. This is said to be

due to the fact that the Gulf Stream sets northward, with such a powerful current at the average of four miles an hour—that it takes all derelicts with it. A better reason may be that there is so much less traffic so far south that fewer derelicts are seen and reported.

Derelicts are frequently met with in the Mediterranean Sea, but these waters are under close observation, damage is seldom done to ships through striking sunken wrecks in those waters. Owing to the great typhoons which occur off China, the proportion of wrecks in the China seas each year is large compared to that in the rest of the world. There are many derelicts floating about in the western Pacific. As yet no systematic effort has been made to destroy them. Abandoned wrecks are not always inconspicuous. At times ships are seen which, from outward appearance, are in perfect condition. It proves on investigation, however, that these ships have been deserted for good cause. Sometimes a vessel will be seen on a calm sea with all sails set and apparently in the best of condition. Only a practised eye could tell that the ship was abandoned by the manner in which she steered. The British bark *Cynthia* was found thus abandoned with all sails set in latitude 49 degrees, longitude 10 degrees W.C. in August 1881. A passing ship noticed the strange way in which the *Cynthia* was "behaving" and some men boarded her. Her hold was nearly full of water and she was in danger of sinking at any moment. A fire had sprung up in cargo of cotton. The cotton getting wet had expanded and forced the seams open. None of her crew was ever found. Shortly after the discoverers had left the ship sank. Her going down with all sail set is described as a mysterious, uncanny sight. The English bark *Siddartha* is a famous derelict. She sailed from Jacksonville, Fla., for Liverpool, January 26, 1899. On February 22 her crew abandoned her. The *Siddartha* was sighted not less than fifty times, being last seen off the coast of Ireland, where she was towed into port by a cruiser. The *Taurus*, a Norwegian bark, was sighted eight times, and was destroyed. For many months the *Taurus* lay in the path of transatlantic traffic, and two ships struck her, but without suffering damage. She was finally destroyed. Often the burning of a derelict makes her a greater menace than she was at first. A vessel above the waterline is seen readily by a lookout man. When the derelict is burned she does not always sink to sufficient depth to be out of the way. Many ocean liners draw from 20 to 30 ft. of water. Unless a wreck is sunk to a depth of about 40 ft. she is still a danger to shipping. It is estimated there are now floating about in a more or less perfect state of preservation no less than 300 derelicts. These wrecks are more dreaded by mariners than icebergs, fog, or storms.

abstract we have published that this report does apparently take notice of these facts, and that the Committee draws from them an interesting deduction. It seems to acknowledge that military aid on foreign service in the Empire's wars, such as we have been contributing during the Boer campaign, may be substituted for an increased contribution to the naval expenditure. This, at any rate, seems to be the inference from the statement in the report that co-operation or contribution on these lines is a question which, in the opinion of the Committee, proses for solution in the early future. We have no doubt that the question will be satisfactorily answered at the proper time, though the evidence seems to point to a preponderance of opinion in favour of the military side just now.

On this subject the recommendations of the Committee largely confirm our own local conclusions. A force equipped and trained for something like guerrilla warfare is suggested—"a well-organised military force intimately acquainted with the ground, and armed with long-range weapons using smokeless powder." The lesson of the Boer war is that the American sharpshooters has not been lost on the Committee, apparently, but the efficiency of our Mounted Infantry in South Africa showed that we had already learnt all that. On the subject of arms it is mentioned in passing that the stocks of ammunition are dangerously low, and complaint has been made regarding the short supply of magazine rifles. A federal ammunition factory has been proposed as a means of partially remedying these wants, and it requires no expert knowledge to see that our defences would be miserably crippled if ammunition and small arms supplies were found insufficient in the hour of danger, when it would be impossible to replenish them from abroad. Among other points insisted on in the report is the necessity for elaborating a complete, practical, and regular defence scheme. With that ready to hand, and our forces trained to co-operate under it, the risk of surprise would be considerably minimised. The men should be partially paid, since, as the report says, a high and uniform standard of efficiency cannot be maintained under a purely volunteer system. It remains to be seen if the Commonwealth will decide to establish a military college like those at Kingston and West Point, but perhaps its purpose can be served to some extent both as regards officers and men by the interchange of military units with the mother country which the Committee so strongly approves. The report is interesting and valuable, not because it tells us much that is now, but because it endorses and certifies our own ideas on the proper scope of our citizen army.—*Sydney Morning Herald*.

county captains have taken several steps in their deliberations, but they cannot be said to

NEW ADVERTISEMENTS

SHOETHAND AND TYPEWRITING.
LESSONS can be had in the above Subjects at a Moderate Charge.
For further particulars, apply to—
CHAS. J. JUDAH,
Care of Daily Press Office,
Hongkong, 24th October, 1901. [2707]

TRAP PONY FOAL SALE.

CHINA PONY. Broken to Harness, Quiet and Sound. Trial given. Also NW & SET BROWN HARNESS if required.
Apply to—
A. B.
Care of Daily Press Office,
Hongkong, 24th October, 1901. [2706]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 24th OCTOBER, 1901, at 2.30 p.m., at his Sales Rooms, Duddell Street, A FINE COLLECTION OF PHILIPPIAN AND AUSTRALIAN STAMPS. (Particulars can be seen in Catalogues.) On view from Tuesday, the 22nd October. TERMS.—Cash on delivery. **GEO. P. LAMMERT,** Auctioneer, Hongkong, 24th October, 1901. [2710]

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PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL ADMINISTRATOR, to Sell by Public Auction, for account of the late Captain A. W. R. and Mrs. COBBAN (Deceased),

on SATURDAY,

the 26th OCTOBER, 1901, at 2.30 p.m., at No. 11, KNUTSFORD TERRACE, Kowloon.

SUNDRY VALUABLE HOUSEHOLD FURNITURE.

Comprising:—

DOUBLE and SINGLE IRON BEDSTEADS with WIRE MATTRESSES. TEAK WOOD HATSTAND WITH BEVELLED GLASS, MARBLE-TOP WASH-STANDS, TOILET SETS, TEAKWOOD DRAWERS WITH BEVELLED GLASSES, CHEST OF DRAWERS, TEAKWOOD SIDEBOARD WITH BEVELLED GLASS, BLACKWOOD DESK, ELECTRICAL, DINNER SERVICE, BESSUSSES, CARPET, BOOKCASE, TEAKWOOD EXTENSION DINING TABLE, CARVED DINING-ROOM CHAIRS, VASES, PICTURES, KITCHEN REQUIREMENTS, &c., &c.; also

2 COTTAGE PIANOS (one by Witan and Wattan, and one by Chappell & Co., London); 1 Pair BINOCULARS, One SEXTANT, and One TRICYCLE.

And:

A fine Lot of PALMS, POTS and PLANTS.

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Government Auctioneers,

Hongkong, 24th October, 1901. [2709]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.

THE Company's Steamship.

"THALES,"

Captain Robson, will be despatched for the above ports TO-MORROW, the 25th inst.

* DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LARAIK CO.,

General Managers,

Hongkong, 23rd October, 1901. [2704]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"SUISANG,"

Captain Tadd, will be despatched as above on SATURDAY, the 26th inst., at 2 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers,

Hongkong, 24th October, 1901. [2708]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship.

"HITACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY, 23rd inst.

Goods not cleared by the 30th inst. will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 2nd proxime, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA,

Hongkong, 23rd October, 1901. [2705]

THE WANCHAII STOREING COMPANY

ARE now prepared to receive Goods for Storage in their Godowns, situated on PRATA EAST (late McGregor Barracks).

Landing and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.

Terms Moderate.

Apply for further particulars to

GODOWNMAN ON PREMISES,

or to

SHEWAN, TOMES, & CO.,

Agents,

Hongkong, 10th August, 1901. [2703]

C. E. WARREN,

BUILDING CONTRACTOR,

No. 34, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock. Agent for MOSAIC TILES. Prices on Application. [2489]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to Sell by Public Auction, for account of the Estates of the late J. GRANT, J. GARNET, N. J. NIELSEN, J. W. HILL, H. E. HAMMON and DIN MAHOREN (Deceased).

TO-DAY (THURSDAY),

the 24th October at 11 A.M., at their Sales Rooms, 29, DES VŒUX ROAD,

SUNDRY GOODS AND EFFECTS,

Comprising:—

CAMPINGWOOD TRUNKS, TRAVELLING BAGS and TRUNKS, SUNDY CLOTHING, BOOKS, CAMP BED, &c., &c.;

Also

One BICYCLE, One PONY, SADDLE, BRIDLES, &c. As usual.

HUGHES & HOUGH, Government Auctioneers,

Hongkong, 23rd October, 1901. [2700]

SALE BY PUBLIC AUCTION

IN ONE LOT

OF

VALUABLE LEASEHOLD PROPERTIES

at the Tent, Victoria, Hongkong, registered in the Land Office as Rural Building

Lots Nos. 15 and 104,

on SATURDAY, 29th OCTOBER, 1901,

at 3 o'clock p.m.,

By **H. N. MODY,** at his OFFICE.

STOKES BUNGALOWS,

EASTWARD, comprising:

Plans, Particulars and Conditions of Sale may be seen in the Office of

MONT DEACON & HASTINGS,

10, Queen's Road Central;

or by Auctioneer,

Hongkong, 23rd October, 1901. [2650]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

on SATURDAY,

the 29th October, 1901, at 10 A.M.,

at H.M. NAVY YARD,

SUNDAY NAVAL AND VICTUALLING OBSCULTE AND CONDEMNED SPICES,

OLD IRON, PAINTED STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c.

The VICTUALLING STORES will be sold on TUESDAY, 29th, and the NAVAL STORES on WEDNESDAY, 30th inst.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH, Government Auctioneers,

Hongkong, 22nd October, 1901. [2689]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. P. COTTAM, Esq., to sell by Public Auction,

on SATURDAY,

the 29th October, at 2.30 p.m., within his Residence, No. 12, KNUTSFORD TERRACE, Kowloon.

HOUSEHOLD FURNITURE,

Comprising:—

HALL FURNITURE, BLACKWOOD TABLES, STOOLS, DRAWING-ROOM FURNITURE, ETC., CURIOS, ENGRAVINGS (Famous Racing Pictures, *Doucet Year*: "First Past the Post"); TRANSPORTING PIANO, by Robinson & Co., nearly New;

OVERMANTELS, SIDEBOARDS, DINNER WAGGONS, GLASS WARE, CUTLERY, ELECTRO-PLATED FORKS, CROCKERY, CROWN DERBY DINNER SERVICES, TEA & COFFEE SETS, BEDSTEADS, BEDDING, WARDROBES, DRESSING TABLES, CARPETS, RUGS, CLOTHES, GLASS, CRETONES, and BATHROOMWARE.

Also

KITCHEN REQUISITES, STORES, &c., and a Fine Lot of PALMS, POTS and PLANTS.

Catalogues will be issued.

TERMS.—As Customary.

For Further Particulars, apply to the Auctioneers.

HUGHES & HOUGH, Auctioneers,

Hongkong, 22nd October, 1901. [2690]

MINERAAL LABORATORIUM.

Processes by Amalgamation, Chemical Analysis,

FIRE ASSAY, CYANIDE and Chlorination.

J. M. KAUFMANN & CO.

METALLURGISTS.

Consulting Mechanical and Mining Engineers

Assayers,

Experts in Mines, Minerals and Metals;

Mines Managers and Agents,

ROOMSCHE KERK-STRATAAT,

SOERABAYA, JAVA.

Cable Address: "EXPLORATION."

Soerabaya, 7th August, 1901. [2132]

FOR SALE.

THE Steam-launch "TUNG FAT," Built under Foreign Superintendence.

Thoroughly Overhauled by Messrs. W. S. Bailey & Co. Engineers, and Certified to be in First-class Order and Condition. The Launch is fitted in European Style, suitable for towing purposes and for harbour use.

Length 63 feet, Beam 11 feet 6 inches, Depth 6 feet 3 inches in centre.

For further particulars, apply to

LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2619]

FOR SALE.</

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.
CAPITAL £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
W.M. MEYER & CO., Agents.
Hongkong, 18th May, 1900. [185]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, S.JACOB & CO.
Hongkong, 2nd April, 1900. [183]

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO., Agents.
Hongkong, 16th November, 1878. [189]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY, TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,651.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,633,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOME & CO., Agents.
Hongkong, 3rd July, 1901. [184]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [184]

PHEONIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [182]

"I. URBAIN"
FIRE INSURANCE COMPANY, LTD.
(Established 1888.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [183]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.
Hongkong, 29th May, 1895. [183]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892. [180]

PIANOFTONE TUNING AND REPAIRING.

M.R. E. A. BROWNE is prepared to undertake the above at reasonable rates.
All Repairs done personally.
TUNING \$3.50.

Address—Care of DRAGON CYCLE STORE,
D'Aguilar Street.
Hongkong, 4th September, 1901. [185]

TSANG FOO & CO.
SAM WING HING
COAL MERCHANTS,
NO. 48 DES VIEUX ROAD CENTRAL.
Telephone No. 328.
Hongkong, 23rd September, 1901. [181]

A GENTLEMAN with long experience of Racehorses, who has Owned, Trained, and Ridden Winners of Flat Races and Steeplechases at Home and Abroad, would be pleased to TRAIN PONIES for the forthcoming Hongkong Races.

Apply—SCIMITAR,
Care of D.L. Press Office.
Hongkong, 17th October, 1901. [184]

R. J. REMEDIOS
FOREIGN AND COLONIAL STAMP DEALER
No. 27 CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED
15 to 25 per cent. Discount Allowed. [183]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.
W.M. PARLAINE Manager.
Hongkong, 17th February, 1899. [185]

Q. W. W. & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
At No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1892. [186]

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SPORT AND ANECDOTE.

BY AN OLD FOOTY.

CONCERNING RECORDS.

Of the making of records there is no end. It is almost impossible to open any well-regulated newspaper for home consumption without discovering some celebrity has eclipsed all his rivals, or that some person whom we have never heard of before has accomplished some stupid thing that probably no one else has ever attempted. Thus one day we stand aghast to read that Charles Fry has compiled six successive hundreds in first-class cricket and thirteen in all during the season of 1890, while almost in the same issue we are carefully told that a certain amphibious creature named Finney—not the renowned Finn y—has dived from the top of one of the towers of the Albert Suspension Bridge at Battersea into the Thames, a distance of 100ft. Again we read that Flanagan has beaten all performances by hurling a hammer 16lbs. in weight 171ft. 9ins., and yet again that an American-hired mure without a driver, that is to say running round a track by itself without a guiding or controlling hand, actually trotted 10 miles in 28ins. 53/2-sec.

A little while ago we were gravely informed that a well-known lady swimmer intended to try and negotiate the Niagara falls and rapids in a barrel. She has since taken warning by the fate of another adventurer, and yet some time further back we were regaled with an account of how an eccentric Hungarian footballer who first imported the Association code into Prague had dribbled a ball all the way from that beautiful city to Paris. He dribbled as much as 65 miles a day in order to acquire proficiency in the art and command over the ball! When one reads such things as those month after month, day after day, it seems to me that there are records and records—some useful, and others not worth a jot.

THE VALUE OF RECORDS.

Such feats as those of the diver and the dribbler stand by themselves beyond compare; but they are really of no value to anyone save the person who gains a little notoriety. Some of the records—indeed so-called records—are of little stability, for they are only established to-day to be beaten to-morrow. No man as a body has been guilty of so much of this kind of thing as cyclists; so not much this year, or last indeed, but for some time prior to that cyclists made a regular business of "record breaking"—until at times one really hardly knew what the best times for certain distances were. Some swimmers, too, have advertised themselves freely by setting up splendid figures apparently; but when one comes to examine into the matter we find that the bath is 20 yards long, whereas for all distances up to and inclusive of 500 yards the bath must be not less than 25 yards in length, while above 500 yards the records to be accepted by the authorities must be made in open water not less than 100 yards in length. These are important technicalities which the average man overlooks when he sees that So-and-So has swum 100 yards in 61 seconds or less. Very much more discrimination is required in assessing the real merit attached to these performances so blatantly announced to the public day by day. It is well to divide records into two classes—those which are made without the artificial aid of the manufacturers of sporting requisites, and those which are in a large measure due to extraneous circumstances. For instance, when I look at my book of records, and I see that Jarvis the other day won the 500 yards' championship in 6 minutes 35 seconds—well, I simply marvel. In 1878 this race was carried off by J. P. Taylor in 8mins. 73/2secs. In 1882 E. C. Daniels brought the figures down to 7mins. 44secs. while four years later the renowned Joey Nuttall accomplished it in 7mins. 19secs., and was deemed one of the wonders of the world. In 1891 W. Evans reduced the time to 7mins. 14secs., while Jack Tyers was the first of all to beat 7mins., his best being 6mins. 45secs. in 1894. This remained the amateur record until October, 1899, when Jarvis credited himself with 6mins. 42/3-sec. at Sunderland, but in the meantime Nuttall lowered the time to 6 mins. 38/2secs. in September, 1897, when he beat Ernest Cavill, of Australia, in a money match during the Leiger week at Doncaster. Quite recently in the same bath Nuttall accomplished 6mins. 36/3-sec., but, Jarvis, the amateur champion, as I have said, did 6mins. 33secs., the boy Billington pushing him along a little. Now this is worthy to rank with the same man's 25mins. 13/2-sec. for one mile at Leicester in August, 1899. I consider this 500 yards' record of Jarvis a startling achievement. The Leicester man is entitled to all the honour and kudos he can get, because this is the result of genuine honest work. The inventive mind of man has not produced any mechanical contrivance to assist a swimmer, or make his work any easier. This is the reward of genuine development of the art of natation by a man who has sacrificed himself to physical fitness and to swimming. When Jarvis is ploughing through the water beat on establishing a record he maintains a wonderfully uniform stroke and pace. His regularity conduces to beating the clock, and when one sees his arm come out of the water time after time it looks like a great leg of mutton being whirled round with mechanical precision. This is the class of record we ought all to admire, for the cyclist, let us say, owes very much to the track and machine-builders, the crack shot to the gunmaker, and the billiard-player to the table and cue manufacturer. It is as easy now for a professional billiard-player to make 100 off the balls as it was for the veterans of sixty or seventy years ago, to rattle up 10. Just in the same way you hear folks declare that there never was the equal of Ranji, and that Fry's recent batting surpasses everything ever accomplished in the history of cricket. Now I wonder if these good folk in their

honest enthusiasm ever stop to think of the days when Grace was in his very prime. Talk about Fry. Please don't overlook that the great "W.G." hit up 344 for M.C.C. v. Kent, 177 for Gloucestershire v. Notts, and 318 (not out) for Gloucestershire v. Yorkshire in successive matches between August 10th and August 19th in 1876. Has any man ever equalled this feat? Nor must we overlook that between May 15th and August 23, 1871 the Leviathan made ten hundreds. Now in 1871 and 1876 the groundman had not entered into a conspiracy with the batsman to break the heart of the bowlers. Moreover, in 1871, there were such artists with the ball as Freeman, Wilsher, Emmett, Farrand, Alfred Shaw, Jimmy Southerton, Mr. Appleby, Mr. Buchanan, and Jimmy Shaw, while in 1876 those were reinforced by William McIntyre, Fred Morley, and Alan Hill. Now, I say it humbly, with all due respect to Charles Fry, I should describe him as a fast-medium, who preserves an admirable length, and can break a ball both ways. He has a slow delivery, and with the advantage of height and strength I can assure readers that he is a very awkward customer to face. What has been the result? This comparatively unknown cricketer is now engaged for Lancashire for next season, and is also to accompany Mr. A. C. McLaren on his Australian tour. For an absolutely unknown man to be taken to Australia is, I should say, unparalleled in the history of cricket, but I should not in the least be surprised to find him very successful. Cuttell came out of the Lancashire League, and I think Barnes is quite as fine a cricketer and much younger. He is a decided capture for Lancashire, and just the kind of bowler they want. Barnes, of Burnley, is quite likely to make as great a reputation as the aperçyphal Barnes of New York, and with luck I should say he is just the sort of man to rival the fame of William Barnes of Nottingham, being built somewhat on his lines and a cricketer of his pattern—although, of course, not nearly so clever at present.

THE UNIVERSITY ATHLETES IN AMERICA.

The cable tells us that the Oxford and Cambridge Universities athletes met a team from the McGill University of Toronto at Montreal last Saturday, and of the eight contests the Canadians won one, Morrow, capturing the quarter-mile in 50-3/2-sec. The most surprising result to my mind is the half-mile of the Rev. H. W. Workman, who covered the distance in one minute 54/4-sec., and beat J. R. Clava, the Oxonian and English champion. Workman has never run the half-mile in our Inter-University matches, although I recall him running very well over this distance in a match against the London Athletic Club. Still, he has never made such time as one minute 54/4-sec. in England, and the climate of Canada evidently suits him. This is within one fifth of a second of F. J. K. Cross's time in 1888, while the world's record of 1min. 53/2-5 sec. stands to the credit of C. H. Kilpatrick, made against the Englishmen at New York on 21st September, 1885. On the same day Workman also carried off the two miles in 9mins. 53/3-sec. What an improved jumper G. Howard-Smith must be, as he cleared 6ft. 2in., which is within half-an-inch of M. J. Brookes's famous leap of 6ft. 2in. at Oxford in 1876. Of course, F. G. Cockshott took the mile in 4min. 26secs. A. E. Hind the 100 yards in 10-2-sec., and G. R. Garnier the hurdles in 16-1-sec.; but these results are only what we expected. The blues across the pond are sure to distinguish themselves.

LEAGUE POOLBALL.

It was only last week that I was referring to the fact that accidents in First League football are comparatively rare, but last Saturday there was another unfortunate accident, for Walter Bennett, of Sheffield United, broke his right arm. I have told you so much about our friend "Cocky" Bennett that I need only say he fell on his arm and smashed it himself in two places. I once remember William Gunn falling on his right wrist, which was doubled up under him. For the rest of the year he was winding up a clockwork arrangement in the endeavour to restore the strength and suppleness of the joint. I recollect that he could not cut a ball during the next cricket season. We must all hope for the speedy recovery of both Tomm and Bennett. Notts on Saturday defeated Sheffield Wednesday by 6-1, such a thrashing as they have not given the Wednesday since 1889. Having re-arranged their forwards Newcastle United routed Stoke by 5-1, while Wolverhampton Wanderers whipped Sunderland by 4-2. This was not a pleasant game, but Haywood, of the "Wolves," scored one magnificent goal. Sheffield United reversed last year's form with Bury, whom they beat 3-1, while Bolton Wanderers followed suit and conquered Derby County by 2-1, mainly owing to the cleverness of their right wing—and especially Lawrence Bell. Nottingham Forest parted with Dean, the ex-Walsall man at the close of last season, to Grimsby, but on Saturday Dean played a great game, and Ronaldson scored the goal which enabled his club to defeat the Forest by 1-0. Such is fate. The other new First Division Club, Small Heath, did better still as they visited Manchester, and thrashed the City on their own ground by 4-1. Manchester have not earned a point yet. In the presence of 30,000 people Everton and Liverpool played a superb game, and drew with the record twce all; while Aston Villa and Blackburn Rovers also tied—one each; but this was a comparatively poor exhibition. On Monday the Villa were beaten on their own ground 2-1 by Sheffield United, who are evidently a power to be reckoned with even yet, although they have no new players.

London, 21st September.

A. LING & CO.,
FURNITURE STORE.

PLATED GLASS & CROCKERY WARE
Also FOOCHOW LACQUERED WARE,
FURNITURE on HIRE,
68, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901. [1145]

S I E N T I N G .

S U R G E O N D E N T I S T ,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901. [2405]

D A V I D C O U R S A L & S O N S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CANVAS
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.,
Sole Agents.

3100. [1735]

CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING
Mounted in real Gold in Chinese Characters with English Translations.

MOTTOS:

A Merry Christmas and a Happy New Year

Plenty chance, large gain;

Dollar come all same rain

Wishing you Happiness and Longevity

Success crowns your Undertakings

My chin chin in Hongkong

Make you happy and strong

Everything as you wish

FOR SALE AT

MESSRS. KELLY & WALSH, LTD.

MESSRS. KRUSE & CO.

MESSRS. W. BREWER & CO.

MESSRS. ACHEE & CO.

AND OTHER STORES.

RUPTURE RELIEVED AND
OFTEN CURED

BY THE USE
OF OUR
PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."

British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."

Medical Times and Hospital Gazette, 1885, says: "Holmes & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of hernia."

Following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—

MESSRS. COLES & CO., 99, COLLEGE STREET, CHELSEA, LONDON, S.W. [2702]

JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE—34, LIME STREET, E.C.

HONGKONG OFFICE—6, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Hankow, Chinkiang, Hankow, Nanchang, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagasaki, Keelung, Sasebo, Mikko, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island; Vessels anchoring nearest Kowloon are marked E, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blaak Pier.

3. From Blaak Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORT OF CALL	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON	GALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
LONDON	CEYLON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 2nd November, at Noon.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON & ANTWERP VIA MARSEILLES, &c.	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL DIRECT	AWA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 1st Nov., at Daylight.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
MARSEILLES, &c., VIA PORTS OF CALL	IXION	Brit. str.	2 m.	R. Trout	BUTTERFIELD & SWIRE	On 15th December.
PREMEN, VIA PORTS OF CALL	SALAZIE	Fren. str.	2 m.		MESSENGERES MARITIMES	On 4th Nov., at 1 P.M.
HAVRE & HAMBURG	SACISSEN	Ger. str.	2 m.		MELCHERS & CO.	On 31st inst., at Noon.
HAVRE & BREMEN & HAMBURG	BAMBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARLBURG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SIEVIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NURNBERG	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 11th January, 1902.
NEW YORK VIA PORTS & SUEZ CANAL	SATUMA	Brit. str.	1 m.		DODWELL & CO., LIMITED	On 28th inst.
NEW YORK	MANUEL LLAGUNO	Amer. ship.	1 m.		SHEWAN, TOME & CO.	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	CLAVENDERALE	Jen. str.	1 m.		CAELWELL & CO.	On 12th November.
VANCOUVER VIA SHANGHAI, &c.	ADANA	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 5th November.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 h.	O. P. Marshall, E.N.R.	CANADIAN PACIFIC R. CO.	On 26th Nov., at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TATAR	Brit. str.	2 m.	E. Beetham, E.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VICTORIA (B.C.) SEATTLE & TACOMA	GLENNOLE	Brit. str.	2 m.	W. Frakes	DODWELL & CO., LIMITED	On 1st November.
SAN FRANCISCO VIA MOJI	OYACK	Brit. str.	2 m.	J. Barber	JARDINE, MATHESON & CO.	Quick despatch.
SAN FRANCISCO VIA SHANGHAI, &c.	DORIC	Jap. str.	2 m.	O. & S. S. CO.	On 29th inst., at Noon.	
SAN DIEGO, &c., VIA MOJI, &c.	NIPPON MARU	Jap. str.	2 m.		TOYO KISEN KAISHA	On 20th November.
AUSTRALIAN PORTS	STRATHMORE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.		GIBR. LIVINGSTON & CO.	To-day, at 4 P.M.
YOKOHAMA VIA SHANGHAI & KOBE	YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
NAGASAKI	CHANGHAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th November.
TIENTSIN	BORNEO	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 26th inst.
SHANGHAI & CHINKIANG	HITACHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-morrow, at Daylight.
SHANGHAI & NAGASAKI	TOSEA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	To-day, at 4 P.M.
SHANGHAI	KWEIYANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th November.
SHANGHAI	KALGAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
ANPING VIA SWATOW & AMOY	PEMBROKESHIRE	Brit. str.	2 m.		SHEWAN, TOME & CO.	To-day, at 3 P.M.
FOOCHOW VIA SWATOW & AMOY	PARAWATTA	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 26th inst.
TAMSUI VIA SWATOW & AMOY	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst.
SWATOW & AMOY	MAZAGON	Brit. str.	2 m.		P. & O. S. N. CO.	On or about 30th inst.
MANILA DIRECT	MAIDZURO MARU	Jap. str.	2 m.		MITSUI BUSSAN KAISHA	On 6th Nov., at Daylight.
MANILA	ANPING MARU	Jap. str.	2 m.		MITSUI BUSSAN KAISHA	On 27th inst.
MANILA	DAIJIN MARU	Jap. str.	2 m.		MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
MANILA	TIALAS	Brit. str.	2 m.		Douglas Laffan & CO.	To-morrow, at 5 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	PEGLA	Brit. str.	2 m.		SHEWAN, TOME & CO.	To-morrow, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	YAWATA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 10th November.
SUBANSI	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SUBANSI	KAGOSHIMA MARU	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 26th inst., at 2 P.M.
SUBANSI	Todd				JARDINE, MATHESON & CO.	

SHIPPING.

VESSELS ON THE BERTH

"SHIRE" LINE.

FOR SHANGHAI AND NAGASAKI
THE Steamship.

"PEMBROKESHIRE."

Captain Kennedy will be despatched for the above ports TO-DAY, the 24th inst., at 3 P.M.
For Freight or Passage, apply to

SHEWAN, TOME & CO., Agents.

Hongkong, 21st October, 1901. [2686]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship

"YAWATA MARU."

3,873 tons gross, Captain A. E. Moses, will be despatched for the above port TO-MORROW, the 25th inst., at 5 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. For Freight and Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 17th October, 1901. [2653]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship

"PERLA."

Captain J. E. McArthur, will be despatched as above TO-MORROW, the 25th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOME & CO., General Managers.

Hongkong, 22nd October, 1901. [2683]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL."

Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 26th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 14th October, 1901. [1]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 27th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st October, 1901. [17]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships 5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

* "TARTAR," 4,423 Tons, Comdr. E. Beetham, E.N.R. WEDNESDAY, 6th Nov., 1901

"EMPEROR OF INDIA," Comdr. O. P. Marshall, E.N.R. WEDNESDAY, 20th Nov., 1901

"ATHENIAN," 3,882 Tons, Capt. H. Mewatt WEDNESDAY, 14th Dec., 1901

"EMPEROR OF JAPAN," Comdr. H. Pyke, E.N.R. WEDNESDAY, 18th Dec., 1901

"EMPEROR OF CHINA," Comdr. R. Archibald, E.N.R. WEDNESDAY, 15th Jan., 1902

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANTE, BLACK SEA and BALTIQUE PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BAMBERG. (Calling at Singapore and Colombo) On 2nd Nov. Freight.

SEGOVIA. (Calling at Singapore and Penang) On 10th Nov. Freight.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	On 25th October.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 26th October.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 15th November.	
GLASGOW and LIVERPOOL	"IXION"	On 21st November.	

FROM	HOMEWARDS.	STEAMERS	TO SAIL.
LONDON	"CALCHAS"	On 29th October.	
LONDON	"NESTOR"	On 1st November.	
LONDON	"MACHAON"	On 26th December.	
LONDON	"ACHILLES"	On 10th December.	
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.	
(Taking Cargo at London Rates)	"IXION"	On 15th December.	
LIVERPOOL DIRECT	"IXION"	On 15th December.	
(Taking Cargo at London Rates)			

The S.S. "MACHAON" left Singapore for this port on the 19th inst., at Noon, and may be expected here on the 25th inst.
The S.S. "PROMETHEUS" left Singapore for this port on the 20th inst., and may be expected here on the 26th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 21st October, 1901.

[15]

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL.
SHANGHAI and CHINKIANG	"KALGAN"	On 24th October.
SHANGHAI	"WOOSUNG"	On 28th October.
TIENTSIN	"KWEIYANG"	On 9th November.
MANILA	"CHANGSHA"	On 10th November.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 10th November.
ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st October, 1901.

[16]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL	PROPOSED SAILINGS FROM HONGKONG	TO SAIL.
"SATSUMA"	On 28th October.	
"KURDISTAN"	On 5th November.	
"LENNOX"	On 20th November.	
"RICHMOND CASTLE"	End of November.	
"ORONSAY"		
"HILLGEN"		
"LOWTHER CASTLE"		
For Freight and further information, apply to	DODWELL & CO., LTD., Agents.	
Hongkong, 24th October, 1901.		[1789]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.	PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.	TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

For Freight and further information, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1901.

[14]

S. S. "STRATEGEM" On 30th October.

S. S. "EVANISH" On 1st December.

S. S. "TITAN" On 20th December.

THE Steamship "STEATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on WEDNESDAY, the 30th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 24th October, 1901.

[14]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) SEATTLE AND TACOMA.

THE Steamship

"OOPACK"

will be despatched for the above port on or about 5th November, 1901.

To be followed by the Steamship

"ASAMA"

on or about 15th December, 1901.

For Freight, apply to

SHewan, TOME & CO.

Hongkong, 21st October, 1901.

[2083]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 6th November, at DAYLIGHT.

For Freight, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 23rd October, 1901.

[2095]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA"

will be despatched for the above port on or about 5th November, 1901.

To follow by the Steamship

"ASAMA"

on or about 15th December, 1901.

For Freight, apply to

SHewan, TOME & CO.

Hongkong, 21st October, 1901.

[2083]

THE MIURA BUSSIN KAISHA,

ARMED.

Hongkong, 23rd October, 1901.

[1295]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

STEAMERS	DUE
"MACHAON"	On 25th October.
"PROMETHEUS"	On 26th October.
"ACHILLES"	On 6th November.
"GLAUCUS"	On 15th November.
"IXION"	On 21st November.

HOMEWARDS.

STEAMERS	TO SAIL.	
"CALCHAS"	On 29th October.	
"NESTOR"	On 1st November.	
"MACHAON"	On 26th December.	
"ACHILLES"	On 10th December.	
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
(Taking Cargo at London Rates)	"IXION"	On 15th December.
LIVERPOOL DIRECT	(Taking Cargo at London Rates)	

The S.S. "MACHAON" left Singapore for this port on the 19th inst., at Noon, and may be expected here on the 25th inst.

The S.S. "PROMETHEUS" left Singapore for this port on the 20th inst., and may be expected here on the 26th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. CO.

Hongkong, 21st October, 1901.

[15]

VESSELS ON THE BERTH

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.
"GAELIC"	SATURDAY, 14th December, at NOON.
"CHINA"	TUESDAY, 31st December, at NOON.

THE O & O. S. S. CO.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th October, at NOON, taking Freight for Japan.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., for H.S. Bengal, will close at 3 p.m. to-morrow. The Nippon Maru, with the American Mail of the 17th ult., left Shanghai yesterday, the 23rd inst., at daylight, and may be expected here to-morrow. The Parhamatta, with the English Mail of the 27th ult., left Singapore on Sunday, the 20th inst., at noon, and may be expected here to-morrow. This Parcel brings reply to letters despatched from Hongkong on 26th August.

MAILS WILL CLOSE.

PORT	P.R.E.	DAY AND HOUR.
Canton	Honan	Thursday, 24th, 7.30 A.M.
Bangkok	Devarawong	Thursday, 24th, 9.00 A.M.
Hollow, Pakhoj and Haiphong	Hanoi	Thursday, 24th, 9.00 A.M.
Ningpo and Shanghai	Fookowloon	Thursday, 24th, 11.00 A.M.
Macao	Hengchuan	Thursday, 24th, 1.15 P.M.
Swatow, Amoy and Foochow	Amoy Maru	Thursday, 24th, 2.00 P.M.
Nagasaki	Tungoo	Thursday, 24th, 3.00 P.M.
Kinmoku and Samshui	Australian	Thursday, 24th, 3.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Kalgan	Thursday, 24th, 4.00 P.M.
Moji	Ness	Thursday, 24th, 4.00 P.M.
Gantou	Ailau Cruz	Thursday, 24th, 4.00 P.M.
Swatow and Amoy	Powas	Thursday, 24th, 5.00 P.M.
Kobe and Yokohama	Hilachi Maru	Thursday, 24th, 5.00 P.M.
Singapore, Ponang and Calcutta	Suisang	Friday, 25th, 1.00 P.M.
Singapore and Mauritius	Buddo	Friday, 25th, 2.00 P.M.
Swatow and Shanghai	Choyang	Friday, 25th, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne	Yarata Maru	Friday, 25th, 3.00 P.M.
Singapore, Colombo and Bombay	Kagoshima Maru	Friday, 25th, 4.00 P.M.
Manila	Pera	Saturday, 26th, 8.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)	Bengal	Printed matter and samples 9.00 A.M.
SHANGHAI, NAGANAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)	Woosung	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, &c., India via Tuticorin (Late Letters 11.05 to 11.20 A.M. Extra Postage 10 cents.)	Doric	Letters 11.00 A.M. Monday, 28th, 4.00 P.M.
Moji, Kobe, Yokohama, Victoria, B.C., & Tacoma	Gleagle	Printed matter and samples 9.00 A.M.
Singapore	Saturday, 2 Nov., 11.00 A.M.	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Shanghai, Moji, Kobe, Yokohama, Vancouver and Victoria, B.C.	Tartar	Letters 11.00 A.M. Thursday, 31st, 4.00 P.M.
Tientsin	Kweiyang	Printed matter and samples 9.00 A.M.
TO-DAY.		Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Sale, Goods and Effects, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.		Letters &c., 11.00 A.M.
Sale, Stamps, Sales Rooms, Mr. Geo. P. Lamart, 2.40 p.m.		Printed matter and samples 9.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

23rd October.

On LONDON.—	Telegraphic Transfer	11/10/-
	Bank Bills, on demand	11/11
	Bank Bills, at 30 days' sight	11/11
	Credits, at 4 months' sight	11/11
" IN PARIS.—	Documentary Bills, 4 months' sight	11/11
	Bank Bills, on demand	2.41/-
	Credits, at 4 months' sight	2.44/-
On GERMANY.—	On demand	1.95/-
On NEW YORK.—	Bank Bills, on demand	46/-
	Credits, 60 day's sight	47/-
On BOMBAY.—	Telegraphic Transfer	143
	Bank, on demand	143
On CALCUTTA.—	Telegraphic Transfer	143
	Bank, on demand	143
On SHANGHAI.—	Bank, at sight	73
	Privates, 30 days' sight	73/-
On YOKOHAMA.—	On demand	6 p.c. pm.
	Bank Bills, on demand	46/-
	Credits, 60 day's sight	47/-
On MANILA.—	On demand	4 p.c. pm.
	Bank, on demand	143
On SINGAPORE.—	On demand	1 p.c. pm.
On BATAVIA.—	On demand	116/-
On HAIPHONG.—	On demand	11 p.c. pm.
On SAIGON.—	* On demand	1 p.c. pm.
On BANGKOK.—	On demand	60/-
SOVEREIGN, Bank's Buying Rate	\$10.43	
GOLD LEAF, 100 fine, per tael	\$53.80	
BAE SILVER, per oz.	28/-	

OPIUM.

22nd October.	Quotations are:— Allowee net to 1 catty.
	Malwa New ... \$900 to \$910 per picul.
	Malwa Old ... \$890 to \$930 "
	Malwa Older ... \$840 to \$950 "
	P. P. pat-wrapped ... 730 to —
	Persian fine quality ... 730 to —
	Persian extra fine ... — to —
	Patai New ... \$942 to — per chest.
	Patai Old ... \$845 to —
	Beureu New ... \$815 to —
	Beureu Old ... \$830 to —

VESSELS EXPECTED.

THE AMERICAN MAILS. The T.K.K. steamer Nippon Maru, with mails, &c., left Shanghai for this port on the 23rd inst., at daylight.

The P.M. steamer Peru, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 5th inst.

The O. & O. steamer Coptic, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 13th inst.

THE ENGLISH MAIL. The P. & O. steamer Parhamatta left Singapore for this port on the 20th inst., at noon, with the outward English mails, and is due here to-morrow, at about 3 p.m.

THE INDIAN MAIL. The steamer Ararat Apur, from Calcutta, left Singapore for this port on the 20th inst., at daylight.

THE GERMAN MAILS. The Imperial German Mail steamer Sachsen, carrying the German mails with dates from Berlin of the 30th ult., left Colombo on the 19th inst., p.m., and may be expected here on or about the 30th inst.

The Imperial German Mail steamer Sachsen left Kobe via Nagasaki, Shanghai and Fugzhou on the 20th inst., p.m., and may be expected here on or about the 30th inst.

JOINT STOCK SHARES.

Hongkong, 23rd October.

COMPANY.	PAR. W.P.	QUOTATIONS.
B. & I.		
Hongkong & Shn.	\$125	\$620.
China & Japan, only	\$1	15s.
Do, deferred	\$1	25s.
Natl. Bank of China	\$2	22s. sellers
A. Shares	\$2	22s. sellers
B. Shares	\$1	15s. sellers
Foun. Shares	\$1	10.
Bell's Asbestos E. A.	\$10	220.
Campbell, Moore & Co.	\$15	38s.
China-Borneo Co. Ltd.	\$20	320, nominal
China Light and Power Co. Ltd.	\$10	601, buyers
China Prov. L. & M.	\$100	601, buyers
China Sugar	\$100	601, buyers
Circular Companys—	\$500	500, nominal
Alabama, Ltd.	\$500	500, nominal
Philippine Tobacco Tras. Co., Ltd.	\$50	50, nominal
Cotton Mills	\$100	40, buyers
Evco	\$100	55, buyers
International	\$100	42, buyers
Laoi Kung Mow	\$100	200.
Soyenne	\$100	11.
Xiaolong	\$100	100.
Hongkong	\$100	125, buyers
Dairy Farm	\$200	35s. sellers
Funwick & Co., Geo.	\$100	32s., sellers
Green Island Cement.	\$100	32s., sellers
H. & C. Bakery	\$100	240, buyers
Hongkong & C. Gas	\$100	125, buyers
Hongkong Electric	\$100	280, buyers
H. H. L. Tramways	\$7	88, buyers
Hk. Steam Water-boat Co., Ltd.	\$500	320, sellers
Hongkong Hotel	\$200	180, buyers
H. & K. Ward & Co.	\$100	175, sales & buy.
Hongkong Rape	\$50	2574.
H. & W. Jones	\$50	105, ex. buy.
Insurance	\$50	84, ex. buy.
Canton	\$50	84, ex. buy.
China Fire	\$20	84, ex. buy.
China Traders	\$20	84, sales & sellers
Hongkong Fire	\$20	84, buyers
North China	\$20	100, buyers
Straits	\$20	nominal
Union	\$20	325, buyers
Yangtze and Building	\$20	12, buyers
Hongkong Land Inv.	\$100	100, sales
Humphreys Estate	\$100	134.
Kowloon Land & B. West Point Building	\$100	100, buyers
Luzon Sugar	\$100	27, sellers
Manila Invest. Co., Ltd.	\$100	30, nominal
Mining	\$200	325.
Charbonnages	\$200	325.
Jobu	\$5	10, buyers
Queen's Mines, Ltd.	\$25	100, sales
Olivers Mines, A. Do.	\$25	nominal
Panjon	\$5	10, sellers
Do. Preference	\$10	61, sellers
Kaungs	\$10	25.
New Amyo Dock	\$50	25.
Oriental Hotel, Manila	\$50	55.
Powell, Ltd.	\$50	10, nominal
Robinson Piano Co., Ltd.	\$50	50, nominal
Steamship Cos.	\$50	60, buyers
China and Manilla	\$50	60, buyers
China Mutual Prof.	\$20	210, buyers
China Ordinary	\$20	27, 10, sellers
Do.	\$25	45, sellers
Douglas Steamship H. Canton and M.	\$25	324, sales & sellers
Indo-China S. N.	\$20	160, sellers
Indo-Transp. Trading Co.	\$20	21, 52, 58, sellers
Star Ferry	\$10	624.
Tebano Phunting Co.	\$50	51.
United Asbestos	\$10	49.
Universal Trading Co., Ltd.	\$20	101, 100, sellers
Wanchai Warehouse	\$50	33.
Watkins & Co., A. S.	\$10	10.
Watson & Co., A. S.	\$10	16, sales & sellers

STATION.	HOUR.	Barometer	level and Fair	Temperature	Humid.	Wind.	Weather.
Vladivostok	2 p.	30.14	59	sw 15			
	3 p.	30.37	59	ne 2			
Kochi	2 p.	30.51	59	u			
Nagasaki	2 p.	30.19	59	ne 2			
Kagoshima	2 p.	30.10	59	se 8			
Taihoku	1 p.	29.99	59	ne 10			
Taihun							